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the Interchange

Department of Transportation Employee Newsletter

November 1991

Motor Carrier Services–easing the burden

One of the changes in the recent creation of the Department of Transportation was the addition of part of the former Motor Fuels Division from the Department of Revenue.

Under the new structure, Motor Carrier Services, previously known as GVW, now administers the licensing functions formerly provided by the Department of Revenue. Along with the permit and enforcement functions, MCS administers the fuel tax collections for Montana and interstate operators.

According to division administrator, *David Galt*, the 112 employee division has the ultimate goal of creating a "one-stop shopping" service for truckers using Montana roads.

"Under the old system," Galt said, "the trucker had to go through a number of agencies and a lot of different offices to get the licenses and permits needed to do business in Montana. Our goal, simply stated, is to help the trucker get through the bureaucracy as easily and as quickly as possible."

Changes are being implemented in the division to meet that goal, Galt said. Fax machines and computers are being installed at a number of the state's 32 weigh stations, which will give those stations the ability to grant over-dimensional load permits by phone. An operator can now get all his permits and licenses at the weigh station rather than having to apply to Helena by mail.

Teamwork - Members of the Motor Carrier Services show some of the team spirit making the bureaucracy work for truckers in Montana. (L-R) Thelma Willems, Pro-rate Licensing; Dave Fetters, Compliance Bureau; Peggy Cummings, Permits; and Marilyn Dana, Fuel Tax Licensing. The four divisions of MCS work together in what is intended to become a "One-stop Shopping" system.

Galt said the department is working toward a goal of giving an operator an authorization number rather than faxing the actual permits, allowing him to be on his way with minimal delay.

The division also opened three weigh stations on a 24-hour basis to allow around-the-clock permit service. These three stations are located at Wibaux, Haugen and Crow Agency. This change may go into effect in other areas if it proves successful in those three stations. Once an operator registers the authorization number with an officer at the first scale and his weights and dimensions are verified, the operator would receive a printed copy of the permit and move on.

One of the new features that Galt is proudest of is a new inter-regional agreement Montana entered into with Washington, Oregon, Arizona and Utah.

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From the top. . .

–John Rothwell, MDT Director

Because I feel it's important to clearly define Montana's transportation goals, and to focus our resources on achieving those goals, I've begun development of an MDT Strategic Management Plan.

Though strategic planning and management are new to Montana state government, they have been widely and successfully used in the private sector since the mid-1950s.

In private business the main goal of this type of planning is to improve profits. But I think the main goal of strategic planning in a public agency such as MDT is to deliver cost-effective transportation services and facilities to the public in the face of limited resources.

In this strategic planning process, I hope specific actions, decisions and programs will be given priority by the department. For example, if it's decided that one of our goals is supporting economic development in Montana, then our aim will be to identify the specific actions MDT will take to achieve that goal. Just as importantly, I feel the strategic planning process will improve our accountability by monitoring our progress in achieving those goals.

I've asked Steve Kologi, our Strategic Planning Engineer, to complete the department's strategic management plan by late Spring of 1992. In order to hit this ambitious target, Steve and his staff will be asking for your input over the next several months. Please give him your full cooperation . . . this is a high priority for the department.

Your involvement will make this strategic planning process stronger and give our department managers a valuable guide in their day-to-day decisions.

In closing, I would like to leave you with another thought. This is my first column since our reorganization and I appreciate the opportunity to welcome each and every one of you to the all new Montana Department of Transportation.

Our goal is simple–to do a better job serving the public. Our business is service and I know you're up to the challenge, both as individuals and as a team, to see that service comes first. We're a new department with new divisions and a new mission of service to the people of Montana.

The opportunity to excel is before us. Let's make the most of it–not for ourselves but for the people we serve. Thank you for the time and effort you've put into this reorganization–it's deeply appreciated.❖

MDT

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Letters

In the August '91 "Interchange," comments were requested, as well as ideas for a new name.

How about a "Safety Corner"? People could send in ways to be more safe – one issue could feature "Safety at Work," the next, "Safety at Home," etc.

I'm also submitting the following name ideas: *Moving Montana, The Conveyer, Moving Ahead* and *Rapturing Montana.*

Gene Kammerman
R/W Bureau

Editor's note: Our only other name-the-newsletter contestant was Warren Martin of Broadus. His suggestions were: *The Originator, the Exchange* and the *MDT Observer.*

To whom it may concern:

I want to heartily commend your department on the beautiful new roadside facility you built on Rt. 89, by the little church, on the way to Yellowstone Park. I have traveled this road since 1960 and it was needed and it is appreciated.

I want to commend Kay Walstrom for keeping the facility immaculate. I hope the general public helps to keep it that way.

Leonard Lee Rue
Blairstown, NJ

SECC drive challenge issued to MDT

The annual State Employee Combined Campaign Drive took on an entirely different look October 1 when *Bob Marks,* Director of the Department of Administration, issued a personal challenge to John Rothwell.

According to the challenge issued by Marks, if his department has the better contribution record, he should be allowed to:

- use Rothwell's executive chair for one week,
- get treats from MDT for his department solicitors,
- select three of his employees to throw cream pies at Rothwell.

In return, if MDT wins, Marks promised, "As the director, I agree to deliver to your office four nickels per day for a period of one week. Based upon your interview in the 9/9/91 *Great Falls Tribune*, 'A nickel here, a nickel there, and pretty soon you get a dollar. Every dollar we can save in our operations, we can build more highways.' You could use this dollar to build more highways."

Marks also agreed that his department would provide treats for MDT's solicitors and that he would be available for a cream pie facial if his department lost.

Rothwell agreed, with the added provision that "It's important we recognize how valuable the rank and file employee is to this effort. The loser of this challenge must publicly proclaim, without caveat, that the other's employees are superior in resolve, determination and get-with-itness."

In a memo to all MDT employees, Rothwell encouraged every individual to "give a buck–a dollar a pay period–to help those in our communities who need help."

According to Pat Davis, MDT Human Resources, the campaign kicked off October 3 with contribution forms going to all MDT employees October 1. Davis, who is serving as MDT's campaign coordinator, said the campaign will end November 15. The results of the drive will not be known until December 6, when the decision will be made whether Marks or Rothwell has a bet to pay off.

Campaign solicitors are: Lou Larson - Engineering, etc.; Kitty Mundt - Right-of-Way; Judy Bauch - Construction; Barb Anderson - Materials; Jeanne Wolfe - Legal; Bobby Dallo-Armstrong - Motor Carrier Services; Linda Kroll - Strategic

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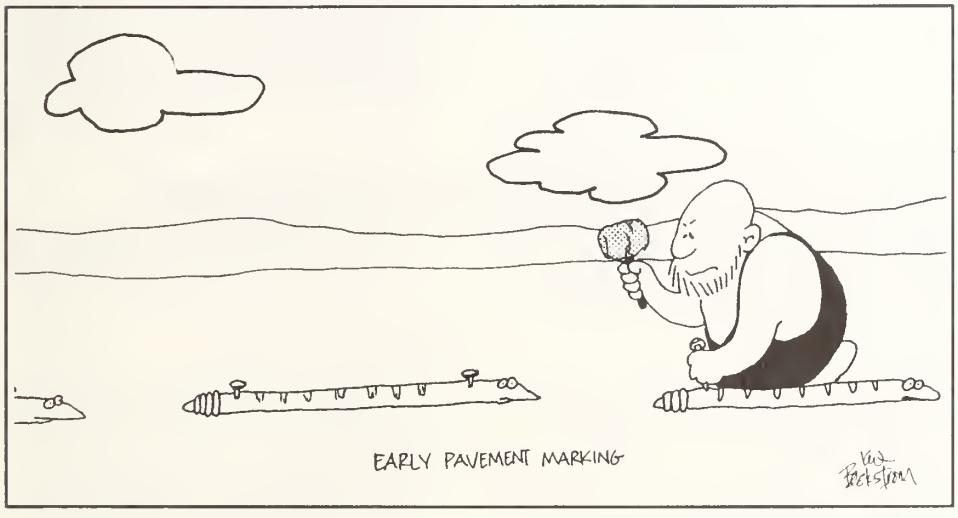


MCS - continued from page 1

Loads less than 14-feet wide, 14-feet high and 120-feet long, as well as routine overweight loads, can buy one permit good for travel in each of the five states. Fees are collected by the issuing state and then shared with each of the states involved.

Galt takes special pleasure in another aspect of intrastate agreements–the joint port concept that is now being considered by other states. "The rest of the country is finally waking up to something Montana has been doing for a number of years," he said. "We have a joint port agreement with Idaho that shows cooperation is possible. Not only that, it cuts an operator's stops by 50 percent at the border.

We've had the system with Idaho in place for a number of years now, and others are beginning to get excited. They especially show interest in the concept as we've developed it with Canada for international trade."

The Canada - Montana joint port agreement will go into effect in October, creating the first such international agreement between our two countries, Galt said.

Galt feels these changes will strengthen relations with the public by providing the fastest and most efficient customer assistance possible.

–by John Degel

Haraseth receives incentive award

Ron Haraseth, Information Services Division, received a $1,200 incentive award September 24 from Governor Stan Stephens for a money saving suggestion he submitted.

Haraseth's suggestion was to design and implement an easy-to-use electronic message system for existing dial up circuits and "800" numbers services widely used by state government agencies.

According to estimates, Haraseth's idea could save the state as much as $11,952 in the first year alone.❖

New faces from Butte

Bob Fisher, former Butte District Utility Agent, transferred to the Helena Utilities Section. An avid golfer, Bob commutes from Butte where he lives with his wife and children.

Walt Scott has also transferred to the Utilities Section. He was the Assistant Utility Agent in Glendive. Walt, who enjoys raising horses and hunting, moved to Helena with his wife and two children.❖

Along the way. . .

Interesting trivia, historical minutia and other facts.

According to 1986 figures from the Book of States, Montana has 700,459 registered vehicles and 78,000 miles of road. That's approximately nine vehicles for every mile of road, or approximately 11 vehicles for each of our 60,000 registered drivers. Figuring the population at 800,000, that means almost one vehicle for every man, woman and child in the state (.87 vehicles per person).

• • •

Did you know. . . the Montana Department of Transportation is responsible for the supervision, maintenance or regulation of 12,000 miles of road, 14 state-owned airports, 123 public use airports, 4,572 bridges and three ferries?

• • •

The United States has 3.9 million miles of roadway, of which 3.2 million miles are rural roads. The interstate system accounts for only one percent of federal aid mileage but carries 21 percent of total travel.

• • •

Forty-two per cent of the nation's 576,600 bridges are structurally deficient or obsolete. One bridge collapses every other day in America.

• • •

There are more registered aircraft–2,500–in Montana than there are registered pilots–1750.❖

Non-smoking area changed

Chris Hall, Food Service Manager of the Transportation Building Cafeteria in Helena announced changes in the non-smoking seating arrangements recently.

The non-smoking area is now located in the back of the cafeteria, along the north wall, and consists of the last row of tables only, Hall said. He also said the non-smoking area has been separated by a wider walkway from the smoking section.

After discussions with non-smoking and smoking patrons, Hall said he decided to move the smoking area closer to the fans that are located in the kitchen area. He said this arrangement will allow the ventilation system to draw the smoke from the cafeteria more efficiently without drawing it through the non-smoking area.

How they got hurt–

The leading causes of on-the-job accidents

Let's face it. No one wants to get hurt on the job or anywhere else. Yet, each year, millions of workers suffer worksite injuries that were largely preventable. Knowing the leading causes of these injuries is the first step in learning how to protect against them.

Physical overload

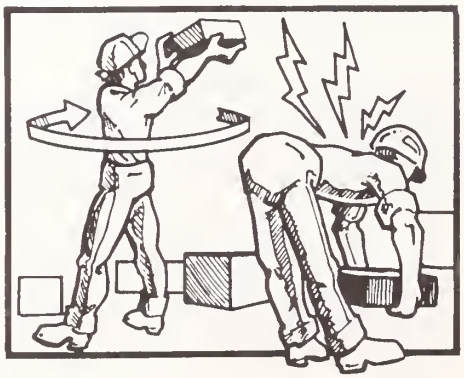
The number one cause of on-the-job injuries is physical overload–lifting too much (or improperly), straining, over-reaching, bending, twisting, and otherwise making our bodies go in ways that they're not designed to go. To avoid physical overload, learn and use proper lifting techniques, never bend or twist while lifting or carrying, and whenever possible, use mechanical help.

Impact accidents

The second most common cause of worksite injury is impact accidents–being hit by, or hitting an object. The best ways to avoid impact accident are to be *alert* to potential hazards (for example, never walk under scaffolding or cranes), to use the appropriate personal protective equipment necessary for the hazards you face (such as hard hats, eye protection, etc.), and to follow your company's established safety guidelines.

Falls

Next in line are injuries resulting from falls. Fall injuries are as common in the home as they are at the worksite, so fall prevention is truly everyone's business. To avoid injuries from falls, be sure that your footing is firm–wear slip-resistant shoes and avoid hurrying. Make sure that walkways are well-lighted and clear of obstacles. Learn how to use ladders and scaffolding safely, and always use handrails when climbing stairs.



Machine accidents

The last of the major causes of on-the-job injury is machine-related accidents–getting caught by moving machine parts. When working around any machinery that rotates, slides, or presses, use extreme caution–never wear jewelry or loose-fitting clothing that could get caught in your machine. Always use safety guards, shields, and appropriate lock-out procedures. And, never work on a machine unless you are specifically trained to do so.

Be safe, not sorry

The nature of accidents is that they can happen anywhere, at any time. But, by using safety sense, you can eliminate the overwhelming majority of worksite injuries. Be alert to hazards you face each day and learn what you can do to protect yourself against accidental injury and disability.

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Glendive tidbits

The Glendive District GVW officers attended an eight-hour basic handcuffing course given by A.J. Olson of the Sidney Police Department. The students could be identified by the black and blue bruises on their wrists.

Kent Murr, formerly of Glasgow, joined the Malta section as a truck driver. Murr, his wife, Joan, and daughters Kristi and Susan, are looking forward to the change.

Materials Lab Supervisior II Alan Clapp and his wife, Gwen, are the proud parents of a son, Benjamin Arthur, born August 16.

Carson Buffington recently transferred from Ashland to Forsyth where he is now an Equipment Operator II.

New employees in the Glendive Materials Lab include Diona Osterman as Materials Lab Aide II and Tom Christensen as Materials Tech I. Tom is a Glendive native who recently returned to take this job with MDT. Diona also attends classes at Dawson Community College.

–by Carole Olson

Great Falls news

Jayne Rogers was promoted to Assistant District Supervisor, Motor Carrier Services.

Michael MacDonald has been promoted to Maintenance Superintendent.

Louise Lineberry was recently promoted to Stockperson w/Terminal.

Myron Cobell is now an Equipment Operator II in the Dupuyer section.

Gary Engman has been promoted to Field Maintenance Supervisor B in Great Falls.

–by Nancy Ostle

Just $2 a month. . . that's all it takes

1991 SECC

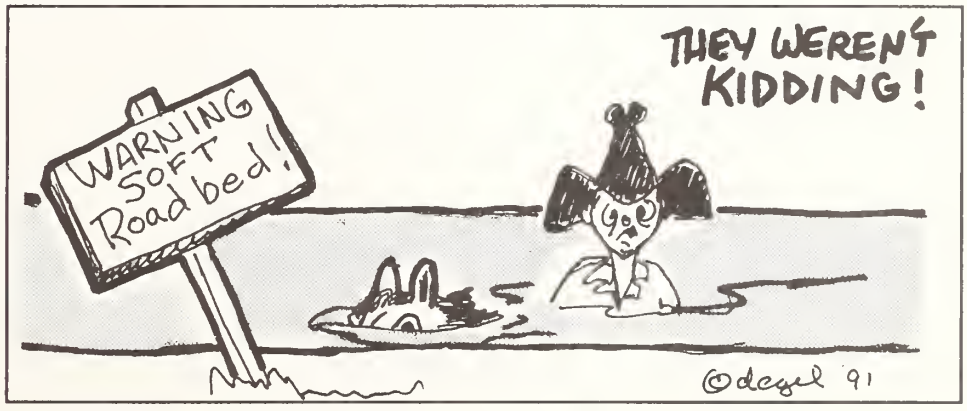
Department Retirements

Hubert McKenzie, Field Supervisor, 36 years, 4 months.
Shirley Farley, Administrative Officer, 32 years, 11 months with MDT, 6 months, other.
Joy Rogge, Field Supervisor, 29 years, 11 months.
Darold Gagner, Mechanic/Machinist, 28 years, 1 month.❖

Solicitors **(continued from page 3)**

Planning; Debbie Williams - Human Resources, Safety/Training, Civil Rights; Wayne Schaff - Centralized Services; Dee Ann Clancy - Maintenance & Equipment; Dennis Unsworth - Director's Office; Debbie Alke - Aeronautics; Tracy Pippin - Motor Fuels; Becky Hoang - Rail and Transit.

The District solictors are: Bonnie Sedita - Missoula; Linda Miller - Kalispell; Martin Martin - Butte; Mick Johnson & Nancy Ostle - Great Falls; Carole Olson - Glendive; Jake Liebelt - Havre; Diane Letendre - Billings; Jackie Riebe - Lewistown; and Pat O'Connell - Great Falls.❖



Awards

35 Years: Dale Hecock, Kenneth Quale, Emil Roesler

30 Years: Joy Rogge

25 Years: Rosemary Graveley, Reece Burns, David Friend, James Short

20 Years: Harold Alverson, Robert Bakken, John Blacker, Danny Butts, Maurice Dedycker, Michael Nelson, Mary Pearson, Dennis Demers, Leonard Lutey, Harold Spilde, Larry Young, Ben Jas, Robert Morgan, Evelyn Trudeau, James Vernon, Darold Reinhart, John Rodney

15 Years: Timothy Fellows, Mary Ryan, James Vinson, William Warfield, Stephen Criswell, Rickie Johnson, Lorene Patterson, Charles Pierce, Joseph Vigus, William Nelson, Donald Rexford, James Williams, James Cornell, James Lawson, Richard Letang, James Pesanti, Susan Rambur

10 Years: Marcia Ala, Ray Daigen, Wallace Manzer, Jack May, William Salisbury, Thomas Wheeler, Thomas Anderson, Robert Blome, Dean Hart, Thomas Jonart, Randy Stenerson, Edward Desrosier, Drew Livesay, Donald McCallum, Daniel Moore, William Rowley, Donald Bechler, Kathleeen Miller, Dale Newell, Randal Roth

5 Years: Gary Berg, Paul Cade, Joann Rabbitt, Donald Roedel, Gary Timar, Sandra Naeseth, John Riddock, James Shaw, Katherine Teegarden, David Harris, Patrick Mengon❖

Ceremony celebrates Libby – Troy highway project completion

On October 12, Governor Stan Stephens cut the ribbon officially reopening Highway 2. The $33 million construction project took 35 months to complete and routinely involved two hour delays for motorists.

According to *Steve Shimek*, a representative for Glacier County Tourism, local businesses are anticipating increased benefits from the project, which restored a vital trade corridor between Montana, Idaho, Washington, Oregon and Canada.

The reconstruction of Highway 2 included widening and grading the road, safer scenic turnouts through the Kootenai River Canyon and improvements of picnic grounds and wildlife viewing areas–especially near Kootenai Falls, Shimek said.

The ribbon-cutting ceremony took place at the Kootenai Falls Recreation Site between Libby and Troy. Many other state and local dignitaries were in attendance at the ceremony.

The Highway 2 project fostered cooperation between the Governor's Office, the Department of Transportation, the State Legislature, the Department of Fish, Wildlife and Parks, Washington Construction Corporation, Burlington Northern Railroad, the Confederated Salish and Kootenai Tribes, the cities of Troy and Libby, numerous civic groups and hundreds of local citizens.

Although the ceremony officially reopened the highway, minor changes weren't completed until October 18.❖

New records management progam under development for MDT

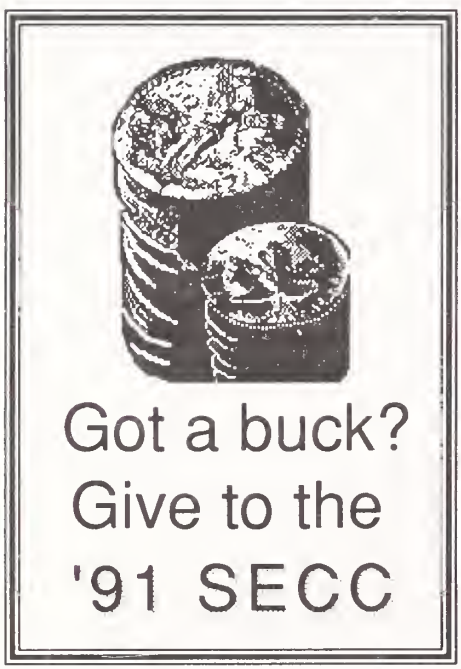
Thanks to the staff of the Office Support Unit, MDT employees are learning a number of new record-keeping terms these days, such as:

- green stamps
- primary, secondary and tertiary classifications
- lateral filing cabinets
- out cards.

These are just a few of the new terms used in conjunction with a new records management procedure currently implemented in Helena, which will eventually be implemented–at least in part– in all MDT field offices around the first of the year. The Office Support Unit, created in May, is staffed by Jo Anne Eschler and Patti Borsberry.

There's a short-term headquarters Users' Committee for Records Management consisting of one representative from each division or administrative area. The committee receives and evaluates user input about the new procedures.

You'll be hearing more about records management in weeks to come. . . But in the meantime, if you have any questions or concerns, contact Jo or Patti at 444-7252 or 444-7 253. They're eager to talk about the new program. –by Jo Anne



New divisions in MDT structure

We featured Motor Carrier Services in this issue of the newsletter, and we will feature the other divisions in future newsletters. For the benefit of employees who haven't kept up with the changes, here's a capsule description of the Department of Transportation.

The Highway Division is responsible for the construction, maintenance and protection of the state highway and bridge system. Functions include design, contract administration, materials design and testing and property acquisition.

The division is also responsible for the state motor pool, roadside rest areas and enforcement of the state's Outdoor Advertising Control Act.

The Rail and Transit Division originated in the Department of Commerce. The division coordinates public transportation and rate analysis and litigation involving public transit. It provides technical and financial assistance to local officials and works with producers and shippers.

The Administration Division provides the Department of Transportation with a variety of accounting, auditing and other administrative services, as well as processing motor fuel tax collections and refunds.

The Aeronautics Division is responsible for the certification and licensing of Montana's pilots and aircraft. Maintenance and regulation of state-owned and public-user airports is another responsibility, along with training volunteer search and rescue teams for plane wrecks.

The Motor Carrier Services Division is described in an article beginning on page one of this issue of the newsletter.❖

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